

STRIKE MAY HAVE CAUSED HIS DEATH

Italian Found Murdered in a
Brooklyn Basement.

HE WAS A STRIKEBREAKER

Longshoremen Still Out and Gotham
Situation is Grave.

SOME IMPROVEMENT IN 'FRISCO

Smelting Plant Will Try to Start Up.
Has Been Promised Protection.

Other Labor Troubles.

Special Dispatch to The Star.

NEW YORK, May 13.—There was a murder over in the Hamilton avenue precinct of Brooklyn late last night which the police believe is the outcome of the longshoremen's strike. The murdered man is a little Italian, and his name, as far as the police know, is "Circle W. 1317." The "W" in a circle stands for Ward line, and is on a little brass disk which the steamship people give to their longshoremen Friday night, and on which they collect their pay the next Thursday.

For the reason that he still had his pay check when the police found his body back to pieces in the cellar of 333 Columbia street makes them believe that he may have been a strikebreaker in the labor battle which is now raging along the water front.

Policeman Joseph Dunn of the Hamilton avenue station was on his beat, not a block away from the police station, near midday when the sound of a scuffle stopped him. The sound came from an old four-story Italian tenement. They were followed by a muffled cry.

Door Was Locked.

Dunn tried the front door, but it was locked. Flush with the street was a wooden trap which led to the cellar. Dunn tried this and it opened. He had started to go down when the front door opened and a big Italian appeared, making his way leisurely to the street. Dunn came up out of the cellar and grabbed him. The Italian tried to break away, saying, "Me got nothing," holding up his hands to show that he had no weapons. Nevertheless, Dunn arrested him and started toward the station house. Under the first light he took a good look at his man. He was a little Italian and wore a light slouch hat. The hat was dripping blood as if it had fallen into a pool of it. On the coat also were dark spots of blood, and as Dunn looked down at the feet of the Italian he noticed that he was leaving a trail of red footprints. His hands, too, were blood-stained.

Arrested the Man.

It did not take Dunn long after that to get his man to the station house, and the moment he got him looking in a cell and Capt. Dennis Driscoll hurried back to Columbia street.

This time the door was open. It led into a narrow hall, which was very dark. At the farther end of the hall was a room, also a flight of stairs with three turns and a door leading to a cellar. The policeman turned on his pocket flashlight and saw that up from the cellar led bloody footprints like those he had noticed on the street. Driscoll and Dunn went down into the cellar, and near the bottom of the stairway was the object of their search—the crumpled-up body of an undersized Italian. His face had been crushed in as if it had been stamped on. The jugular vein had been severed by a knife slash that traversed the throat. Near the body was a slender blood-stained wooden knife with a wooden handle. Nearby were also two hats, one of which had evidently belonged to the murdered man.

Was a Longshoreman.

The police found that the room at the end of the hall over the cellar where the body was discovered was empty. Some one thought that they might find its occupant at 75 Rapelye street, and they did. He gave his name as Giuseppe Argento, and the man whom Dunn had captured turned out to be Marko Basilio of 75 Rapelye street, who said he was a longshoreman. That was all he would say.

Late this morning the Ward Line people found out from their records that check No. 1317 had been issued last Friday to a man who gave his name as Frank Ryan. The man had worked from 6:30 to 7:30 that night helping to unload the steamship Havana at the pier. The man was a strikebreaker and the check had not been presented for payment.

Steamers Waiting to Unload.

NEW YORK, May 13.—The work of loading and unloading the big trans-Atlantic liners and freight steamers at this port progressed slowly today, with the longshoremen still holding out for increased wages. In many instances only the ships' crews were at work on the freight. None of the big liners was scheduled to sail today, but the Kaiser Wilhelm II and Furber are to sail tomorrow for Bremen and Glasgow respectively. The Purcellia was still unloaded today. At the White Star docks it was said that new men have been engaged to take the places of the strikebreakers who quit work yesterday. A few of the men were engaged in the stream today for their turn to unload. The congestion of freight continued to be serious.

More Cars to Run.

SAN FRANCISCO, May 13.—The success which attended the big trans-Atlantic liners and freight steamers at this port yesterday has prompted them to enlarge the service today. In addition to the operation of the Sutter, Turk and Eddy street cars, the Valencia and Mission street lines will be placed in service, and also in the western addition, starting in at 8 o'clock this morning and running until 11 o'clock at night. A number of special policemen have been ordered to report for duty today to assist the regular force in maintaining order.

The board of supervisors will now insist that the railroads must operate their lines in the interest of the public, threatening that if this is not done at once the municipality will itself restore the traffic. The company says that it has enough men to run its entire system, and large numbers of men are arriving daily from the east. Besides these many old employees have, it is said, applied for reinstatement and have been taken on.

It is hoped that the telephone strike will

be ended shortly—possibly today. In the other strikes there is no change reported.

Smelting Plant to Run.

SALT LAKE CITY, Utah, May 13.—Having been promised ample police protection, the American Smelting and Refining Company has decided to reopen its plant at Murray tonight. At a meeting with the smelting men yesterday the mayor of Murray and the county officials agreed to furnish seventy-five special officers and to guarantee the safety of all who applied for work. It is believed that a majority of the 1,200 men who quit the plant last Thursday will apply for their old positions and that no serious trouble will occur. An advance of 10 per cent in wages will be made by the company, this being the increase which was offered and rejected by the men before the strike. It was said that the ores diverted to the Montana and Colorado plants of the company have been ordered back to Utah.

After More Wages.

CHICAGO, May 13.—Dissatisfied with the flat refusal of the Chicago City Railway Company to grant their wage demands, a committee of car employees will call on President T. E. Mitten today, with a new petition. They will ask that a "specific" answer to each point in their demands be given by the company.

In case President Mitten declines to treat with these employees it is said they will proceed under a clause in the existing agreement, which binds both sides to submit differences to arbitration when they cannot be settled otherwise.

Detroit Molders on Strike.

DETROIT, Mich., May 13.—The machinery molders of the city, about 700 in number, went on strike today because their demand for a nine-hour day and a minimum wage of 30 cents per hour was refused by the manufacturers. Many of the men are employed in the automobile factories of the city.

ONE KILLED; SEVERAL HURT

COLUMBUS, Ohio, May 13.—Dashing through an open switch at Truro station, twelve miles southeast of Columbus today, the West Virginia express on the Ohio Central road was derailed and one man, who was walking along the side of the track, was killed and a number of trainmen were more or less injured. Most of the passengers escaped with a few bruises. Mike Martin, the engineer, who was pinned under his engine, will die, as will also Dan Martin, the fireman, and an unknown man. A special coach holding members of the Red Men going to Marietta, was not derailed, but a number of the members of the order were slightly injured.

AUTO DASHED OVERBOARD.

Three Hurt in Strange Accident on
Long Island Ferryboat.

Special Dispatch to The Star.
NEW YORK, May 13.—An automobile broke away from its moorings on the Long Island railroad ferryboat Babylon during the rush hours this morning and injured three men, one of whom was forced through the gate into the river. There is a possibility also that two other men were crowded off the boat into the river and drowned, though the report to that effect lacks authority.

The accident occurred just as the Babylon was entering her slip at the foot of 34th street at 9 o'clock. In bumping against the rack at the side of the slip the brake or the safety clutch of the car was released, and the car, scoping up the chain and smashing through the gate, there were a number of men standing between the chain and the gate, and it was among this crowd that the runaway car found its victims. The car was in charge of John J. Ryan, an electrician of Yonkers, N. Y.

The Babylon approached her slip Ryan stepped to one side to turn the crank to start the car, but he could not get it started. The car was subsequently taken to Bellevue Hospital, where Kornevsky went his way after his injuries had been attended.

The machine smashed the gates and brought up with its rubber-tired forward wheels hanging over the water. The car was quite badly damaged. Martin was crowded off the boat into the narrow and steadily closing gap of water between the pier and the boat. There were fears that he would be crushed, but the deckhands were quick in throwing him ropes, and he was hoisted back on board, and the machine was brought back to the pier and the boat. There were fears that he would be crushed, but the deckhands were quick in throwing him ropes, and he was hoisted back on board, and the machine was brought back to the pier and the boat.

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Men Ordered Out.

While the building contractors, master builders and material men were discussing this proposed drastic program this forenoon, the "straightening-out-committee" of the Building Trades Alliance met at Costello's Hall and proceeded to the buildings being erected by Middaugh & Shannon, on Park street, near the Soldiers' Home, and called off from their work the bricklayers, the roofers, metal workers and metal lathers.

Now that the governing board of the Employers' Association has taken a hand in the controversy with the proposition "to meet force with force," as one of them expressed it, and bring about an entire cessation of erecting work unless there can be a readjustment of the difficulties, it is declared the tangled skein will soon be unraveled and harmonious relations restored.

The situation as presented today found the master builders, the building contractors and the men who furnish building material of all kinds almost solidly arrayed against the building trades.

Conferences Called.

Several conferences have been talked of as a result. It is said a committee of carpenters will meet a committee of master builders at 4:30 o'clock this afternoon at the master builders' hall, 14th and G streets, to discuss the outlook. It is also said there will probably be a conference between the building trades committee and a committee of the building contractors Wednesday evening.

But perhaps the most important of these

